FORGET-ME-NOTS.

Cash on delivery is not good enough for the Post Office Department now. Mr. Wanamaker, as Postmaster General, wants cash in advance. Suppose a letter addressed to a gentleman in New York is mailed in Washington, and suppose the stamps attached are a cent short of the correct postage, the trouble that the Post Office Department takes to collect that cent is something immense and very ridiculous. Formerly the letter would have been forwarded just as if it had been fully prepaid, and the shortage would have been collected from the addressee on delivery. In that way no delay occurred, no time was lost, and no unnecessary labor or expense incurred. Now, however, the method is different. Mr. Wanamaker won't allow the letter to be carried one foot until the shortage is paid up, no matter what serious consequences to the sender or the addressee may be involved in the delay. Instead of forwarding the letter Mr. Wanamaker sits down and addresses another letter to the man in New York, telling him that the letter is in pawn, but will be released as soon as the shortage is paid up. In the course of time Mr. Wanamaker receives one cent-by bank check or in some other shape-from New York, and the detained letter is sent on its way. When it reaches its destination there is attached to the back of the envelope a little pink adhesive label, on which is printed this pauper legend:

This letter was held at the office of mailing as "short paid," and forwarded afterward, upon receipt from the addressee of stamp to cover defi-

This is a sort of certificate to all concerned that the letter is a foundling or a pauper, which should be distinguished, like the woman who wore the Scarlet Letter, from all respectable brethren. What a lot of unnecessary trouble to collect a cent. I have an envelope before me now which bears on its face in Representative McKinley's handwriting the name of E. E. Thorne, Esq., Union League Club, New York City, and on the back the pauper label which shows that the letter served a term in limbo.

* * * Seeing that newspaper writers and editors are generally supposed to be such an impecunious lot, it is interesting to note that there are at least half a dozen working newspaper correspondents in Washington who make in the neighborhood of ten thousand dollars a year each from their newspaper work and correlative literary labor, and dozens of them, so to speak, who make in the neighborhood of five thousand dollars a year each, which is the salary of a United States Senator. It would be safe to bet that W. E. Curtis, Charles Nordhoff, E. B. Wight, Frank Carpenter, and several others make more than Cabinet officers' salaries by their news and literary works from year to year. Curtis must be a millionaire, or near it. He is a perfect little giant of labor. His writings for the newspapers, the magazines, and the book publishers, considerable as they are, represent one of the smallest branches of his industry and enterprise. It is very well known that Curtis runs the State Department. No international gathering is complete without him. No congathering is complete without him. No conference like the Pan-American could proceed except under his auspices and supervision. When a great millionaire like Andrew Carnegie comes to Washington he is introduced by Curtis, and if the millionaire wants to give a fine banquet Curtis names the dishes, selects the wines, and makes up the list of guests. There are no flies on Curtis.

There's Lightner, of the Pittsburg Despatch; he's liable to be both weathy and famous some of these days. How he handles the pen is a matter of public knowledge; but it is not as well known that he handles the painter's brush with equal facility. His news office in the Corcoran Building is an art studio. The walls are covered with paintings, finished and unfinished. He paints portraits, landscapes, and marine pieces with equal success. In his early paintings he used only one color—that was red—and he was in the habit of painting city scenes exclusively, but now he paints anything from a Georgetown darkey to a water lily in appropriate tints. I used to think that if Lightner would adopt the highly profitable profession of pugilism he had a great future before him; but he wouldn't take my advice, and now he is wasting his talent on picture-making as an ad-junct at present to his newspaper work.

* * * "That reminds me of a rather striking and original definition of the divine art which was given one night by Major E. V. Brooks, who is a great deal more witty than the casual observer would imagine. Lightner and Brooks and some others were sitting-say under a spreading chestnut tree-exchanging happy thoughts, when

Dr. Kimball, the musician, was introduced.
"Dr. Kimball," said Lightner, repeating the
name. "Doctor of Medicine, may I ask?" "Better known," said one of the gentlemen present, "as a distinguished professor of the divine art.

'And what, pray, is the divine art?" Lightnerinquired. The question was hardly asked when Brooks, who had been puffing and blowing and snuffling and snorting, snuffled out, "Obstetrics."

* * * "I'm going to Albaugh's to see "Erminie," or to see "Nadjy," or "to see" some other comic opera. That's the usual expression. Did you ever notice that nearly everybody goes to see a comic opera? Very few goes to hear it. Generally speaking, it seems to be true that modern comic opera delights the eye more than the ear.

Howard Kennedy, the Capitol guide, who is known by nearly everybody in town, and who used to form one integral part of that apparently indivisible trinity composed of Amos J. Cummings, Bob Vance, and himself, has a new scheme, and he believes "there's millions in ft." He is going to take to the lecture platform, and travel all over the United States, telling a patriotic people all he knows about the United States Capifol, the lecture to be illustrated by the stereoptican. One of the most interesting of these illustrations will be calculated to throw a light on the executive sessions of the Senate. and how the secrets get out. There will be one picture of the exterior of the Senate Chamber, showing the door locked and barred like the door of a penitentiary, with half a dozen stal-wart and watchful guards on the qui vive to keep naughty newspaper reporters and others from peeping through the keyhole. Then there will be a companion picture, which will show that the executive session is over and the Senate has adjourned. The Senate doors are open, and half a dozen Senators are walking along the corridor on their way out and home arm-in-arm with half a dozen newspaper reporters.

* * * The bill for the relief of President Harrison and his former law partners, Messrs. Porter and Fishback, is now on the calendar of the House, and is liable to be called up within a few days.

I wonder if any member of the House will have courage enough to protest. The very committee report which accompanies the bill shows that the claim is preposterous; that if there is any claim at all it lies against the State of Indiana, to which the service was rendered, and not against the Government of the United States, which had nothing to do with the mat-ter from first to last. Perhaps the House, like the Senate, will let the bill pass without debate. In that case President Harrison will have great opportunity to administer a regular old Roman lesson to a careless and cowardly Congress by vetoing the bill. I cannot believe that Presi-dent Harrison wants to have Congress appropriate \$2,500 of the public money so that he may be paid over again for a service long ago paid by the State of Indiana.

A pair of fours is not generally regarded as much of a hand, I believe, but the pair of fours that I saw the other day was a stunner. It was a pair of photographs, and each represented four generations, beginning with old Dr. Scott and ending, the one with Baby Brooks, and the other with Baby McKee. My friend, Hobart Brooks, who is one of the best known newspaper correspondents in town, is so closely related to the Harrison family that if he doesn't be careful he may be President some day. The picture of the four generations including Dr. Scott, Mrs. Har-rison, Mrs. McKee, and Baby McKee has often been seen and admired, but in the opinion of Mr. Hobart Brooks it isn't a marker to the picture which contains Dr. Scott, Mrs. John N. Scott, Mrs. Brooks, and Baby Brooks. 'Rah! for Baby Brooks! Long may he wave! And may these Brooks, like Tennyson's brook, run on forever. Ah! I forgot. Baby Brooks is a

I am glad myfriend Hawkins will not return to Chicago or go to San Francisco, as at one time seemed to be likely. He is going to settle down in Washington and stay here. Among other things he has undertaken to represent Batcheller's syndicate of newspapers in this city. Batcheller is very lucky. His syndicate will be well represented. During the last few years Washington journalism has had a number of men who would be ornaments to the journalism of any city in America, but among them all there was not one of a brighter, readier wit, better taste, sounder judgment, or wider general information than Wilhs P. Hawkins, the originator of "Postscripts."

* * * Those who were sorry to learn some time ago that Senator Ingalls's house at Atchison, Kan., had been totally destroyed by fire will be glad to learn now that a fine new residence has arisen to take the place of the old one, and that the new building is about completed. It stands on the bank of the river, some distance from the town, and the property includes a large tract of land, where Mrs. Ingalls says she is going to practice the art of farming, in which she claims to be an adept. She is an able politician, and thinks that if she could only get membership in the Farmers' Alliance she could overcome all the opposition which that body has been raising against the Senator, and as a farmer she intends to apply for membership.

* * *

Some people have queer notions about mingling in society and making social calls. They call at people's houses without having either invitation, acquaintance, or excuse, and without the slightest provocation. They evidently suppose that a house of fashion is as open as the house of God, and that a person can and may go to the one as well as the other. Mrs. Ingalls told me the other day of a curious old lady who made the rounds just as other social rounders do, only that this old lady knew nobody when she called, and was entirely unknown. Not only that, but she did not even seek to make acquaintances. She would simply walk into a lady's house on calling days, step into the parlor or out into the garden, and after waiting a reasonable time would walk out again without saying a word to anybody. In this way she went from house to house, and made the round of social calls without speaking and without being spoken to. I wonder what her opinion is of Washington society and Washington hospitality. * * *

This reminds me of a stranger who foisted himself in among a little group of Congressmen one night. Amos J. Cummings was the centre of the group. They had all arranged to go to his house for a little game of whist or something, and in crossing the street from the office to the house a rank outsider, who was passing, joined the group, fell in, and went along, making himself one of the party without a word of introduction, and without any one noticing the intrusion. In Cummings's rooms the fellow grew very troublesome, but every-body telerated him on the supposition that he was somebody else's friend. At length, how-ever, the fellow's troublesomeness grew intolerable, and everybody called everybody else aside to find in a whisper who was the disa-greeable one's sponsor. Just fancy how the party felt when they thought of what they had suffered and found that not one of them knew the fellow. The discovery of his status had not long been made before the floor was wiped with the offender. Then he was carried out and leaned up against a lamp-post, so that the next passing policeman might find him and take him to the hospital. An alarming paragraph in the newspapers the next morning about the dangerous condition of a man who had been found in that situation created a great stir among the members of that card party, and several of them were so badly frightened they took the next train for New York. But they soon returned. The only danger the scamp was in was the danger of try-ing to play the same sort of a trick again.

* * * It was difficult to distinguish the hosts from the guests at the reception given at the Arlington last Saturday evening by the United States delegates to the Pan-American Congress in honor of the South and Central American delegates. In fact, I saw Delegate Flint, of New York, step up to one of the guests and greet him in a friendly way, in response to which the guest, who was enjoying the reception hugely, slapped Mr. Flint on the back and said, "Hello, old fellow; how did you get in? What a capital time we're having." It was a capital time indeed, and it must have cost Flint and his nine colleagues anywhere from \$7,000 to \$10, 000. But they are all wealthy and don't mind a little thing like that. DAVID LEWSLEY. DAVID LEWSLEY.

Who is the sensible man? The man who advertises in The Sunday Herald. Because it is the most thoroughly read Sunday paper in the District of Columbia.

Catarrh Cured.

A clergyman, after years of suffering from that loathsome disease Catarrh, and vainly trying every known remedy, at last found a pre-scription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 88 Warren street, New York, will receive the recipe free of charge.

-Spring styles are now ready for inspection.
SNYDER & WOOD,
Merchant Tailors,
423 Eleventh street northwest.

SEVENTH STREET.

SPRING WRAPS.

Special Prices Special Prices Special Prices Special Prices Special Prices

For To-morrow For To-morrow For To-morrow For To-morrow For To-morrow

Extremely styllsh, seasonable goods put on sale to-morrow at a reduction. It is not often you have a chance for such marked reductions at the season's height.

LADIES' CONNEMARAS, in Black and Navy Nowhere in town for less than \$6. SPECIAL TO-MORROW \$4.90.

LADIES' ULSTERS, of Striped Cloth, Spring Weight. \$5.75 is the price everywhere.

SPECIAL TO-MORROW \$4.25. LADIES' JACKETS, of Black English Corkscrew Cloth, Vest Front. \$6.50 the usual price. SPECIAL TO-MORROW \$5.90. LADIES SILK WRAPS, Handsomely Trimmed and beaded. \$10.50 has always been their

SPECIAL TO-MORROW \$9.75. MISSES' REEFERS, in an endless variety. All

SPECIAL TO-MORROW,

We will put on sale 100 of our remarkable

\$1.50 REEFER.

50 dozen LAUNDERED SHIRT WAISTS, 50c.

SPECIAL TO-MORROW 42c. EACH.

We are showing in LADIES', MISSES', and CHILDREN'S WRAPS and SUITS some remarkably handsome styles not to be had elsewhere.

The stock is complete, with everything new and stylish and st and stylish, and the prices are a consideration.

TRUNKS, Trunks, TRUNKS, TRUNKS, TRUNKS.

150 different styles of Trunks from the cheapest to the best made. Ladies' Saratogas and Men's Trunks in

Leather Covered, Duck Covered, Canvas Covered, and Sole Leather.

Our prices for Trunks are not what you have been used to paying for good trunks. We handle enormous quantities of trunks, get concessions in prices, and you derive the benefit.

Trunks that will stand any amount of "baggage-smashing" at prices that inferior made trunks cannot be bought for.

All our TRUNKS are made with Patent Spring Trays, so doing away with lifting out the top tray when you wish to get an article from out the bottom of the trunk.

POPULAR SHOPPING PLACE, SEVENTH STREET.

A Newspaper Man!

REGARDING

THE TREATMENT OF

AS PRACTICED BY

Dr. LIGHTHILL,

No. 1017 Fifteenth St. N. W.,

Statement from Mr. James J. Mercer.

OFFICE OF "THE REPUBLIC," 1308 PA. AVE.

WASHINGTON, D. C., March 18, 1890.

Dr. Lighthill: DEAR SIR: Having suffered for a long time from a severe and obstinate catarrhal affection, which heretofore defied all medical treatment, I felt impelled to call on you for advice, and I must say, while I was very favorably impressed with the thorough manner of your examination, I felt somewhat doubtful as to the efficacy of your treatment, because of its extreme mildness. But since I have given it a fair trial, resulting, as it did, in such decided benefit to me -in fact, amounting substantially to a cure-I deem it but the simplest justice to you to express my entire confidence in the same. It had always seemed to me most reasonable that remedies, as far as possible, should be applied directly to the seat of the disease, but how to do this to all the air passages and minute cavities of the head, to the middle ear, or to the air cells of the lungs, was the question.

The old system of atomization, as I had found by trial, did not accomplish this at all, for the spray condenses so quickly that instead of reaching the larynx or upper nasal passages it is simply forced against the back part of the mouth or upon the floor of the nostrils, while the actual disease is in the upper cavities, and beyond the reach of the spray; but by your method remedies are transformed into a consistency finer even than a mist and as impalpable as smoke; in fact, remaining suspended in the air, and thus can be easily introduced into the most remote cavity of the head or to any portion of the respiratory tract without the least unpleasant sensation, and yet so exceedingly effective that, to my surprise and great satisfaction, I felt a great improvement the very next day. And this first experience has but repeated itself each day following until now, when I am glad to be able to call myself well, and thus it is that my doubt changed into entire confidence. And if this frank and unsolicited testimony of mine shall avail to give others confidence to obtain like benefit, I shall be more than glad to have written it.

I need only say, in concluding, that you are at liberty to publish this wherever you may choose.

Very truly, yours, JAMES J. MERCER.

A CARD.

From Mr. T. E. Roessle, Proprietor of the Arlington.

"THE ARLINGTON,"

WASHINGTON, D. C., March 6, 1890.

My Dear Dr. Lighthill:

It gives me great pleasure to state that you effected a remarkable cure of deafness and discharge from the ears in the case of my cousin, Marcus C. Roessle, and that the case has proved as permanent as it was radical. I feel sure that without your skillful aid my cousin would have been a deaf man all his life. Knowing of other cases in which you have been equally successful, I cheerfully give you leave to refer to me at any time, and hope that your practice in Washington will prove a distinguished success. Yours truly T. E. Roessle.

DR. LIGHTHILL

Can be daily consulted on Catarrh, Deafness, Asthma, Throat Affections, and Consumption at his office,

No. 1017 Fifteenth Street Northwest,

From 8 to 12 and 3 to 5.

Herdics pass the door.

EXPERIENCE DUNLAP'S SPRING STYLES.

The Fifth Avenue Style of Silk and Derby Hats for spring wear issued to day. Duniap & Co., of New York, are the acknowledged introducers of headgear in America, and their styles

for this season are a marvel of beauty.
WILLETT & RUOFF. Sole Agents for this city, 905 Pennsylvania Ave.

GRAND DISPLAY

Easter Novelties and Candies.

E. C. BRESNAHAN & CO., 410 SEVENTH ST. N.W.,

One of the largest displays of Easter Noveltiesver exhibited in this city can be seen at this old and reliable Candy House. Figures representing rabbits, young chickens, ducks, cats, and eggs of every color and kind.

Our stock and assortment of Candles were never larger. 25-cent Candies, of which we make a specialty, will compare favorably with any 40cent goods in the city. Cream Mints, Winter-Green Creams, Butter-Cup Creams, Nut Candies, and many others to select from at 25 cents pe

GREAT PENNSYLVANIA ROUTE

GREAT PENNSYLVANIA ROUTE
TO THE NORTH, WEST, AND SOUTHWEST.
DOUBLE TRACK, STEEL RAILS, SPLENDID
SCENERY, MAGNIFICENT EQUIPMENT.
IN EFFECT MARCH 2. 1890.
Trains leave Washington, from Station, corner of
Sixth and B streets, as follows:
For Pittsburg and the West, Chicago Limited
Expressof Pullman Vestibuled Cars, at 19.50 A. M.
daily; Fast Line, 10.50 A. M. daily to Columbus
and St. Louis, with Sleeping Cars from Pittsburg to Columbus; daily, except Saturday, to
Chicago, with Sleeping Car Altoonato Chicago
St. Louis, Chicago, and Cincinnati Express, 3.30
P. M. daily, Parlor Car Washington to Harrisburg, and Sleeping Cars Harrisburg to St. Louis,
Chicago, and Cincinnati, and Dining Car Harrisburg, to St. Louis. Western Express, at 7:40
P. M. daily, with Sleeping Cars Washington
to Chicago and St. Louis, connecting daily
at Harrisburg with through Sleepers for Louisville and Memphis. Pacific Express, 10.00 P. M.,
daily, for Pittsburg, and Pittsburg to Chicago,
BALTIMORE AND POTOMAC RAILROAD.
For Kane, Canandaigua, Rochester, and Nisg.
ara Falls daily except Sunday, 8.10 A. M.
For Eric, Canandaigua, and Rochester daily;
for Buffalo and Niagara daily, except Saturday,
10.00 P. M., with Sleeping Car Washington to
Rochester.
For Williamsport, Lock Haven, and Elmira, at

10.00 P. M., with Sleeping Car Washington to Rochester.
For Williamsport, Lock Haven, and Elmira, at 10.50 A. M. daily except Sunday.
For Williamsport, daily at 3:30 P. M.
For Philadelphia, New York and the East, 7.20, 9.00, 11.00, and 11.40 A. M., 2.10, 3.15, 4.10, 10.00, 11.20 P. M. On Sunday, 9.00, 11.40 A. M., 2.10, 3.15, 4.10 10.00, 11.20 P. M. Limited Express of Pullman Parlor Cars, 9.40 A. M. daily except Sunday, and 4.00 P. M. daily, with Dining Car.
For Philadelphia only, Fast Express 8.10 A. M., week days, and 8.10 P. M. daily. Accommodation 6.00 P. M. daily.
For Boston without change 3.15 P. M. every day. For Brooklyn, N. Y., all through trains connect at Jersey City with boatsof Brooklyn Annex, affording direct transfer to Fultonstreet, avoiding double ferriage across New York City.
For Atlantic City, 11.40 A. M. week days, 11.20 P. M. daily.
For Baltimore, 5.35, 7.20, 8.10, 3, 9.40, 10.50, 11, 11.40

P. M. daily.
For Baltimore, 5.35, 7.20, 8.10, 9, 9.40, 10.50, 11, 11.40
A. M., 12.05, 2.10, 3.15, 3.30, 4, 4.10, 4.20, 4.40, 6, 7.40 8.10, 10, 11.20 P. M. On Sunday, 9, 3.05, 10.50, 11.40 A. M., 2.10, 3.15, 3.30, 4, 4.10, 6, 7.40, 8.10, 10, and 11.20 P. M.
For Pope's Creek Line, 7.20 A. M. and 4.40 P. M. daily, except Sunday.
For Annapolis, 7.20, 9 A. M., 12.05, and 4.20 P. M. daily, except Sunday. Sundays, 9.05 A. M. and 4.10 P. M.
WASHINGTON SOUTHERN BALL.

WASHINGTON SOUTHERN RALWAY. WASHINGTON SOUTHERN RALWAY.
In Effect March 2, 1890.
For Alexandria, 4.30, 6.35, 7.45, 8.40, 9.45, 10.57 A.
M., 12.04 noon, 2.05, 4.25, 4.55, 6.01, 8.92, 10.05,
and 11.37 P. M. On Sunday at 4.30, 7.45, 9.45, 10.87
A. M., 2.30, 6.01, 8.02, and 10.05 P. M.
Accommodation for Quantico, 7.45 A. M. and
4.55 P. M. week-days; 7.45 A. M. Sundays.
For Richmond and the South, 4.30, 10.57 A. M.
and 4.15 P. M. daily. Accommodation 4.55 P. M.
week days. week days.

Week days.

Trains leave Alexandria for Washington, 5.05, 7.05, 8, 9.10, 10.15, 11.07 A. M.; 1.20, 3, 3.15, 5.10, 7.05, 9.20, 10.32, and 11.05 P. M. On Sunday at 9.10 11.07 A. M.; 2.00, 3.15, 5.10, 7.05, 9.20 and 10.32, P.M. Tickets and information at the office, northeast corner Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left

for the checking of baggage to destination from hotels and residences. CHARLES E. PUGH, General Manager. J. R. WOOD, General Passenger Agent.

BALTIMORE & OHIO RAILROAD. Schedule in effect Dec. 29, 1889.

Schedule in effect Dec. 29, 1889.

Leave Washington from Station corner of New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited express daily 11:20 A. M., express 9:30 P. M., For Cincinnati, St. Louis, and Indianapolis, express daily 3:10 and 11:30 P. M.

For Pittsburg and Cleveland, Vestibuled Limited express daily 11:20 A. M., and express 8:40 P. M.

For Lexington and Local Stations, †10:30 A. M. For Luray, 8:40 P. M.

For Baltimore, week days, 4:00, 5:30, 6:40, 7:20, 8:30, 9:20, 9:45, (11:00, 12:00, 45 minutes.) A. M., 12:10, 2:00, 2:30, (45 minutes.) 3:25, 4:25, 4:30, 4:35, 5:30, 6:20, 7:10, 7:45, 9:00, 10:30, and 11:30 P. M. Sundays, 4:00, 7:20, 8:30, 9:20, 9:45 A. M., 12:00, (45 minutes.) 1:15, 2:00, 2:30, (45 minutes.) 3:25, 4:25, 4:35, 6:20, 7:10, 7:45, 9:00, 10:30, and 11:30 P. M.

For Way Stations between Washington and

P. M. For Way Stations between Washington and Baltimore, 5:00, 6:40, 8:30 A. M., 12:10, 3:25, 4:35, 6:20, 11:30 P. M. On Sundays, 8:30 A. M., 1:15, 3:25, 4:35, 6:20, 11:30 P. M.

11:30 P. M. On Sundays, 8:30 A. M., 1:15, 3:25, 4:35, 6:20, 11:30 P. M.

Trains leave Baltimore for Washington, week days, at 5:10, 6:20, 6:30, 7:20, 7:45, 8:00, 8:30, 9:15, and 10:15, A. M.; 12:00, 12:15, 1:50, 2:10, 3:00, 4:10, 4:15, 5:00, 6:00, 6:20, 7:10, 7:30, 8:30, 8:35, 10:20, 10:25, and 11:00 P. M. Sundays 6:30, 7:45, 8:30, 9:15, 10:15 A. M.; 12:00, 12:50, 1:50, 2:10, 4:15, 5:00, 6:20, 7:10, 7:30, 8:30, 8:35, 10:20, 10:25, and 11:00 P. M.

For Annapolis, 6:40 and 8:30 A. M., 12:10 and 4:25 P. M. On Sundays, 8:30 A. M., 4:35 P. M.

Leave Annapolis, 6:40, 8:37 A. M., 12:05 and 3:50 P. M. Sundays, 8:37 A. M., 4:00 P. M.

For Stations on the Metropolitan Branch, †6:45, \$10:30 A. M., \$1:10 P. M. for principal stations only †10:30 A. M., †4:30 and †5:30 P. M.

For Gaithersburg and intermediate points, *9:00 A. M., †1:00, *5:35, †1:35 P. M.

For Gaithersburg and intermediate stations, †7:00 P. M., \$10:00 P. M.

Church train leaves Washington on Sunday at 1:00 P. M. sundays at all stations on Metropolic

Church train leaves Washington on Sunday at 1:10 P. M., stopping at all stations on Metropoli-

1:10 P. M., stopping at all stations on Metropolitan Branch.
For Frederick, †6:45, †11:20 A. M., †3:10, †4:30 P. M. Sundays, 1:10 P. M.
For Hagerstown, †11:20 A. M. and †5:30 P. M.
Trains arrive from Chicago daily 11:45 A. M. and 4:05 P. M.; from Cincinnati and St. Louis daily 3:45 A. M. and 1:50 P. M.; from Pittsburg 7:10 A. M., 6:50 P. M. daily.

NEW YORK AND PHILADELPHIA DIVISION.
For New York, Trenton, Newark, and Elizabeth, N. J., *4:00, †8:00, *9:20, *12:00 A. M., *2:30, *4:20, and *10:30 P. M. Buffet Parlor Carson all day trains. Sleeping Car on the 10:30 P. M., open at 9:00 P. M.
For Philadelphia, Newark, Wilmington, and Chester, *4:00, †8:00, *9:20, *12:00 A. M., *2:30, *4:20, *7:10, and *10:30 P. M.
For intermediate points between Baltimore

For intermediate points between Baltimore and Philadelphia, +5:00 and §7:20 A. M., *12:00, +3:15 P. M. Trains leave New York for Washington, *8:30, *11:00 A. M., *2:00, *3:20, *5:00 P. M., and *12:15

night.
Trains leave Philadelphia for Washington
4:40, *8:15, *11:10 A M., +1:35, *4:40, *6:05, *7:40
P. M.

P. M.
For Atlantic City, 4:00 A. M., and 12:00 noon.
Sundays 4:00 A. M. and 12:00 noon.
+ExceptSunday. *Daily. \$Sunday only.
Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 and 1351 Pennsylvania avenue and at depot.

CHAS. O. SCULL, Gen. Pass. Ag't.

J. T. ODELL, General Manager.